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AIR FORCE SPECIAL SECURITY OFFICE
Headquarters, Northeast Air Command
APO 862 New York, N.Y.

SSO

18 July 1955

SUBJECT: (UNCLASSIFIED) UFOB NEAC Area

[redacted]

TO: Director
National Security Agency
Washington 25, D.C.

Attached letter and reports forwarded to your office as requested by Commander, USAF Security Service.

LADDIE MARIN
Captain USAF
AF SSO NEAC

If enclosures No. ____ is withdrawn for r
attached, the classification of this correspo
cence will be downgraded to Uncl
in accordance with paragra
259 of AFR 205-1

55-57/5

AIR FORCE SPECIAL SECURITY OFFICE
Headquarters, Northeast Air Command
APO 862 New York, N.Y.

SSO

18 July 1955

SUBJECT: (UNCLASSIFIED) UFOB-NEAC Area

TO: Commander
USAF Security Service
San Antonio, Texas

1. Reference to SSO NEAC message, Cite SONEC-13, DTG 051200Z July and your message Cite CCP-X5547, DTG 122311Z July 1955. Following is more detailed information on sighting in the NEAC area in June and July as requested in your message.

2. Inclosures 1, 2, 3, and 4 are detailed reports prepared by Watch Division, NEAC, on the 1 to 8 July sightings made by RB-47 crews. D/I NEAC has not correlated these sightings with any known activity.

3. Inclosures 5, 6, and 7 are detailed reports on the 7 July sighting near Harmon AFB, Nfld. Inclosure 6 contains the interrogation reports of the crews involved in the sighting. Inclosure 7, NEAC Weekly Intelligence NOFORN Digest contains a resume of the 7 July sighting and subsequent evaluation by D/I NEAC. Copies of all inclosures forwarded to DIRNSA.

LADDIE MARIN
Captain USAF
AF SSO NEAC

7 Incls
1. RB-47 sighting #1
2. RB-47 sighting #2
3. RB-47 sighting #3
4. RB-47 sighting #4
5. 64th Air Div Msg DTG 051200Z Jul 55
6. 64th Air Div Msg DTG 070100Z Jul 55
7. Weekly Intell NOFORN Digest

55-54

ITEM 1. At 2100Z on 1 June, an eastbound RB-47 experienced electronic contact with an unknown aircraft or object in the area of Devon Island. A bright return was received on the APG-32 set for 20 minutes and the warning light flashed intermittently. The RB-47's K-system recorded what was possibly the sweep of another radar nearby. Contact was lost at 2120Z. No visual contact established.

On the return westbound flight, the APG-32 again had a contact for 30 minutes duration at approximately 8,000 yards. This time no indication was registered by the warning light. No visual contact made. ****

Coordinates and times as follows:

First contact (estimate)	74°40'N-103°00'W	2100Z	1 June
Contact lost	76°15'N-81°00'W	2120Z	1 June
Second contact (estimate)	74°30'N-80°30'W	2400Z	1 June
Contact lost	74°10'N-81°00'W	0030Z	2 June

ITEM 2

At 0030Z on 4 June, a westbound RB-47 experienced electronic and visual contact with an unknown aircraft or object in the Melville Sound area. The RB-47 gun warning light was flashing intermittently and the 5 radar had a contact at 7,000 yards range. Visual contact was made by crew chief, who describes aircraft as glistening silver metallic. The aircraft was first seen low and to the rear of the RB-47. It maintained a position low and to the rear and slightly right of the RB-47. The configuration of the aircraft was obscured by contrails. The aircraft broke off contact to the north with an increase in speed. The RB-47 was at 32,000, indicating Mach .735. Although gun camera films are available, they are of such poor quality that no information can be obtained from them. The radar and visual contacts were maintained for a total of 9 minutes.****

Coordinates and times are as follows:

Contact established	74°10'N - 107°10'W	0030Z	4 June
Contact lost	73°45'N - 111°35'W	0049Z	4 June

Incl 2

ITEM 3

At 0050Z on 7 June, a westbound RB-47 enroute to Eilson AFB, Alaska, at 35,000 feet experienced electronic contact southeast of Banks Island. The RB-47's APG-32 detected an aircraft/object at 3,500 yards and at the same level as the aircraft. The scope return was small and rectangular. The pilot interpreted it to be a form of jamming. The target warning light went on and off 3 times in as many minutes. No visual or K-system contacts.****

Coordinates and times are as follows:

Contact established	71°02'N - 127°00'W	0050Z	7 June
Contact lost		0053Z (possibly later)	7 June

ITEM 4

At 2044Z on 8 June, an eastbound RB-47 flying at 30,000 feet experienced electronic and visual contact with an unknown aircraft south of Bathurst Island. The RB-47 was flying at 30,000 and indicating 450 knots. The warning light flashed and 2 indications were observed on APG-32 scope. The K-system scope showed indications of sweeping by another radar. Visual contact indicates aircraft was 5 to 10,000 feet above RB-47 and approximately 5-10 miles behind for approximately 20 minutes. The co-pilot of RB-47 states aircraft had fighter configuration. Contrail was observed as aircraft disappeared. Contrail also sighted by 2nd RB-47 approximately 80 miles behind 1st; therefore, about 70 miles behind the sighted aircraft. Distance suggests contrails remain visible for some time.****

Coordinates and times are as follows:

Contact established	74°26'N - 103°25'W	2044Z	8 June
Contact lost		2140Z	8 June

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FM COMDR 64TH AIR DIV DEF PEPPERELL AFB NFLD

TO RJEDEH/COMDR AIR DEFENSE COMMAND ENT AFB COLO SPGS COLO
RJEDHP/COMDR AIR TECHNICAL INTELLIGENCE CENTER WRIGHT PAT AFB OHIO
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QUEBEC CANADA
RJCKC/AIR OFFICER COMMANDING MARITIME AIR COMMAND HALIFAX NOVA SCOTIA
RJFIC/COMDR 932ND ACHRON KEFLAVIK APBT ICELAND
RJCKNC/FLAG OFFICER ATLANTIC COAST HALIFAX NOVA SCOTIA
AF CRNC
BT

TOW DC97S ARCHIE 91 ARCHIE 29. OUT OF HARMON AFB ON REFUELING MISSION BACK TO HARMON. REPORTED SIGHTING OBJ AT 0705Z. ZC 97S ALT 20,000 FT. WEATHER CLEAR. NO CLOUDS ABOVE AIRCRAFT. SCATTER CLOUDS AT 1000 FT. LEVEL NO REFLECTION POSSIBLE FROM CLOUDS. PILOT OF ARCHIE 29 LT H H SPEER. AIRCRAFT MADE CONTACT WITH RADAR SITE. SITE PAINTED OBJ ON SCOPE AT 0707Z. HELD INTERMITTENT CONTACT FOR 49 MIN. ARCHIE 29 IN POSITION TO CLOSE ON OBJ. INSTRUCTED TO DO SO BY SITE. POSITION OF OBJ 290 DEGREES FROM STATION AT APPROXIMATELY 80 MILES. FIRST APPEARED TO BE HOVERING OBJ AT 10 OCLOCK POSITION RELATIVE TO AIRCRAFT ARCHIE 29 TRIED TO CLOSE. OBJ BEGAN TO MOVE SLOWLY N.E. 050 DEGREES T.H. RELATIVE TO SPEED OF ARCHIE 29, 275K. PILOT OF ARCHIE 29 MAINTAINED VISUAL CONTACT WITH OBJ CALLING DIRECTION CHANGES OF OBJ TO SITE BY RADIO DIRECTION CHANGES CORRELATED EXACTLY WITH THOSE PAINTED ON SCOPE BY CONTROLLER. OBJ BEGAN CLIMBING. ARCHIE 29 PILOT LOST VISUAL CONTACT WITH OBJ'S EST ALTITUDE 40-50,000 FT. OBJ THEN ACCELERATED TO SPEED OF ESTIMATED 1600 K AND MOVED OFF IN N.E. DIRECTION PAINTED ON SCOPES. FIGHTER SCRAMBLED WHEN OBJ STARTED TO CLIMB, BENT WEAPON ON FIGHTER. NO CONTACT MADE. RADAR OR VISUAL.

PART II

AT SAME TIMES RADAR SITE WAS ALSO PAINTING 5 SMALLER OBJ'S ON SCOPES 5-10,000 FT BELOW THE KC97'S ARCHIE 29 AND ARCHIE 91. AT 300 DEGREES 60 MILES FROM STATION OBJ'S MOVING VERY VERY FAST. CHANGING DIRECTION AND AZIMUTH JUMPING ON AND OFF SC FORMING CIRCULAR PATTERN. CHANGING TO LINE ABREAST. TRAVELING 10-20 MILES THEN CHANGING DIRECTION CONTROLLER ESTIMATES SPEED IN EXCESS OF 1500 K. C119 AIRCRAFT EN ROUTE FROM GOOSE PASSED WITHIN 5 MILES OF OBJ'S NOT KNOWN OF OBJ'S SEEN BY 119 CREW. INTERROGATION OF CREW'S OF ARCHIE 29 ARCHIE 91 AND C119 BEING CONDUCTED BY BASE INTELL OFFICER HARMON AFB COMPLETE REPORT TO BE SENT D/T 64TH A.D. FOLLOW UP MESSAGE WILL BE SENT ALL ADDRESSE.

BT

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FM COMDR 64TH AIR DIV DEF PEPPERELL AFB MF
TO ZEN/COMDR ADC ENT AFB COL SPRINGS COL
ZEN/COMDR ATIC WRIGHT PATTEE PATT AFB OHIO
ZEN/D/I HQ USAF WASH 25 DC
ZEN/COMDR CHIEF OF STAFF USAF WASH DC
ZEN/COMEASTSEAFRON NEW YORK NY
ZEN/CANAIRDEF ATTN CCC ST HUBERTS
ZEN/CANHFAX HALIFAX NOVA SCOTIA
ZEN/COMDR 932NB ACMRON KEFLAVIK APRT ICELAND
ZEN/CANFLACLANT HALIFAX NOVA SCOTIA
ZEN/COMDR EASTERN AIR DEF COMMAND STEWART AFB NEWBURG NY
ZEN/COMDR CONTINENTAL AIR DEF COMMAND ENT AFB COL SPRINGS COL
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/ / / /CONFIDENTIAL/ / / /ADOAO 167 REF ADOAO 164 AND ADOAO 165 THIS IS FOLLOW UP REPORT OF PERSONELL STATEMENTS. THIS MSG IS IN 6 PARTS.

AROP 7-3. THE FOLLOWING REPORT IS SUBMITTED IAW NEAC REG 200-2, DTD 13 DEC 54. THIS MSG IS IN 6 PARTS. IT INCLUDES 6 SIGNED STATEMENTS WHICH MAY CONSTITUTE A VITAL INTELLIGENCE SIGHTING.

PART 1. "I WAS AT THE CONTROLS AT THE TIME OF THE INITAIL SIGHTING OF THE OBJECT WHEN IT WAS CALLED TO THE ATTENTION OF THE CREW IN THE FORWARD PART OF THE ACFT THAT THIS PARTICULAR OBJECT WAS MAKING ERRATIC MOTION IN THE SKY. AT THIS TIME, UPON SIGHTING THE OBJECT MYSELF, I DID NOTICE THAT THE OBJECT WAS MAKING A VERY IRREGULAR ZIG ZAG PATTERN AT A POSITION OF APPROX 10 O'CLOCK LOW ON THE HORIZON. OUR ALTITUDE AT THAT TIME WAS 16,000 FEET, OUR HEADING 125 DEGREES. THE OBJECT APPEARED TO HAVE THE SAME ALTITUDE OF OUR ACFT. THE EASTERN SKY WAS JUST BEGINNING TO LIGHT UP, THE TIME BEING APPROX 0700Z, AND THE OBJECT WAS VISIBLE THROUGH WHAT LOOKED TO ME TO BE AN INVERSION LAYER. MY FIRST IMPRESSION WAS THAT IT WAS VERY LIKELY THE MORNING STAR OR VENUS AND THAT ITS ERRATIC MOTION MIGHT BE ATTRIBUTED TO REFRACTION AND OUR OWN RELATIVELY FORWARD

MOTION. HOWEVER AT THE TIME THAT 'ENRACE' WAS NOTIFIED AND CONFIRMED THAT THEY HAD PICKED UP 4 OR 5 TARGETS IN THIS SAME AREA, I BEGAN TO WONDER WHETHER IT WAS THE MORNING STAR OR SOMETHING ELSE. BETWEEN THE TIME OF THE INITIAL SIGHTING AND THE TIME THAT WE STARTED OUR LET-DOWN, WHICH WAS APPROXIMATELY ½ HOUR, IT IS MY ESTIMATE THAT THE OBJECT CHANGED ITS POSITION WITH RESPECT TO THE HORIZON BY APPROXIMATELY 15 DEGREES OF ELEVATION AND 5 DEGREES AZIMUTH. AFTER THIS BEFOREMENTIONED ANGLE OF ELEVATION INCREASED, THE OBJECT MOVED OUT OF THE SUSPECTED INVERSION LAYER AT WHICH TIME THE EXTENT OF ITS ERRATIC MOTION SEEMED TO DIMINISH AND ONCE AGAIN I THOUGHT IT WAS POSSIBLY THE MORNING STAR."

SIGNED LT. PAUL DAILY AO 1657967 CO-PILOT, KC-97 97TH APS(TDY ERAFB)

PART 2. "AT 0705Z THIS DATE, I RECEIVED A CALL FROM 'ARCHIE 91' A KC-97 ENROUTE TO HARMON AFB, HIS POSITION AT THIS TIME WAS 280 DEGREES TRUE E, 80 MILES FROM THIS STATION. 'ARCHIE 91' REPORTED SIGHTING AN UNKNOWN OBJECT IN THE AIR TO THE LEFT OF HIS ACFT, SLIGHTLY ABOVE HIM, MOVING AT VERY HIGH SPEEDS. IMMEDIATELY THEREAFTER, 'ARCHIE 29' ANOTHER AIRCRAFT APPROXIMATELY 20 MILES TO THE [illegible] OF 'ARCHIE 91' REPORTED A SIGHTING OF THE SAME OBJECT IN THE SAME LOCATION.

THE OBJECT WAS DESCRIBED AS FLYING A VERY ERRATIC COURSE, MAKING SHARP CHANGES IN DIRECTION. BOTH AIRCRAFT REPORTED THAT THERE WERE NO CLOUDS WHATSOEVER NEAR THIS ALTITUDE THAT MIGHT CAUSE A REFLECTION.

APPROXIMATELY 0707Z I MADE RADAR CONTACT WITH A TARGET IN THE REPORTED POSITION, AND ALSO WITH SEVERAL OTHER TARGETS SLIGHTLY CLOSER TO THIS STATION. THE SIGHTED OBJECT APPEARED TO BE MOVING VERY SLOWLY AT THIS TIME AND EXCELLENT RAD CONTACT WAS MAINTAINED FOR SEVERAL MINUTES. THE OTHER AIRCRAFT REPORTED ALSO, THAT AT THIS TIME THE OBJECT SEEMED TO BE HOVERING. THE OTHER GROUP OF OBJECTS DETECTED ON RADAR WERE MOVING VERY FAST, SOMETIMES IN A CLUSTER, THEN STRUNG OUT IN LINE FORMATION. DUE TO SLOW ANTENNA ROTATION, HIGH SPEED AND CHANGING COURSE OF THESE OBJECTS, SPEED CHECK WAS NOT AVAILABLE. ESTIMATE OF SPEED WOULD BE 1,500 KNOTS. THIS GROUP OF TARGETS WAS DETECTED BRIEFLY ON THE HEIGHT FINDER

AT FROM 5,000 - 10,000 FEET.

I ASKED 'ARCHIE 29' IF HE WOULD ATTEMPT TO CLOSE ON THE SIGHTED OBJECT USING CAUTION, FOR A BETTER REPORT. THE PILOT OF 'ARCHIE 29', LT H.E. SPEER AGREED AND CLANGED COURSE TOWARD THE OBJECT. APPROXIMATE RANGE TO THE OBJECT WAS 40 MILES. THE OBJECT WAS STILL HOVERING IN APPROXIMATELY THE SAME LOCATION. AS THE RANGE DECREASED, THE OBJECT BEGAN SLOWLY MOVING NORTHWARD. AFTER TRAVELING NORTH ABOUT 10 MILES THE OBJECT MADE A TURN BACK SOUTH. 'ARCHIE 29' CLOSED TO WITHIN 18 MILES OF THE OBJECT, THEN IT BEGAN TO MOVE OFF IN A NORTHERLY DIRECTION AGAIN ABOUT 070 DEGREES TRUE. 'ARCHIE 29' REPORTED THAT THE OBJECT WAS MOVING NORTHWARD AND CLIMBING. HE SAID IT LOOKED LIKE HE WAS NOT CLOSING ON IT ANY LONGER. AT THIS TIME I REQUESTED PERMISSION FROM 'DIGNITY' (CONTROL CENTER) TO 'SCRAMBLE' A FIGHTER AFTER THE OBJECT. REQUEST WAS APPROVED AND 'SCRAMBLE' WAS COMPLETED. RANGE OF OBJECT BY THIS TIME WAS 330 DEGREES TRUE AT 80 MILES.

SHORTLY THEREAFTER, A MOMENTARY CONTACT WITH THE OBJECT WAS MADE ON OUR HEIGHT FINDER. ALTITUDE WAS 35,000 FEET. 'ARCHIE 29' REPORTED THAT OBJECT WAS GETTING MUCH HIGHER AND FADING FROM VIEW, DUE TO LESSENING OF SUN'S REFLECTION ON IT, AND ALSO SUN SHEAD RESTRICTED VISION.

WHEN FIGHTER BECAME AIRBORNE, OBJECT WAS 110 MILES NORTH OF THE STATION. FIGHTER PILOT, SHAKO 56, REPORTED HIS RADAR WAS INOPERATIVE HE REQUESTED TO CONTINUE MISSION FOR ATTEMPT AT VISUAL CONTACT. WHEN SHAKO 56 REACHED 'ARCHIE 29' POSITION, THE OBJECT HAD FADED FROM VIEW. BOTH AIRCRAFT WERE NOW 150 MILES NORTH-EAST OF THIS STATION. AIRCRAFT WERE TRANSFERRED TO 'GRANDPA'S' CONTACT MOMENTARILY, THEN TURNED BACK TOWARDS HARTON. BOTH LANDED WITHOUT FURTHER INCIDENT."

SIGNED 2ND LT. CHARLES H. DENNET USAF SENIOR DIR 640TH ACW SQ.

PART 3. FROM THE PERIOD OF 1700 5 JULY TO 0300 6 JULY 1955, I ASSUMED THE DUTIES OF CD AT THE 64OTH ACW SITE. AT APPROXIMATELY 0700Z, I WAS CALLED INTO OPERATIONS BY THE SENIOR CONTROLLER, WHO IN TURN ADVISED ME OF UNKNOWN OBJECTS BEING VIEWED ON THE RADAR. IN CHECKING ALL RADAR IN OPERATION, IT WAS FOUND THEY WERE FUNCTIONING PROPERLY.

APPROXIMATELY FROM 1 JULY 1955 TO PRESENT, PERIODICALLY THROUGH THE DAY WE HAVE HAD WEATHER INVERSIONS CAUSING OUR RADAR BEAMS TO BEND TOWARD THE GROUND. WE HAVE PERIODICALLY PICKED-UP THE SOUTH SHORE OF LABRADOR AND ANTICOSTI ISLAND DUE TO THE WEATHER INVERSION. AT THE TIME OF THE SIGHTINGS, NO SUCH RADAR PHENOMENON WAS NOTICED. ALL UNKNOWN OBJECTS SIGHTED ON THE RADAR WERE WITHIN THE CAPABILITIES OF OUR RADAR SET."

SIGNED 1ST LT. ANTHONY G. SCARPACE AO-941448 GND RADAR OFFICER, 64OTH ACW SQ.

PART 4. "AT 0700Z, THE NAVIGATOR GAVE US A HEADING OF 132 DEGREES TO HARMON. JUST AFTER WE TURNED TO THAT HEADING LT. SCHNECK MADE HIS REPORT OF THE OBJECT. I LOOKED OVER WHEN HE CALLED IT IN AND THOUGHT IT WOULD HELP IF I VERIFIED WHAT HE SAW BECAUSE I SAW THE SAME THING AT APPROXIMATELY THE SAME POSITION. 'EMBRACE' IDENTIFIED BOTH OF US BY OUR PARROTT. 'EMBRACE' DETERMINED THAT I WAS APPROXIMATELY 7 MILES CLOSER TO THE OBJECT SO HE HAD ME GIVE CHASE. THE OBJECT AT THIS TIME WAS APPROXIMATELY 25,000 FEET. MY ALTITUDE WAS 18,000 FEET. THE DISTANCE WAS APPROXIMATELY 35 MILES. WHEN I FIRST SIGHTED THE OBJECT, IT MOVED TO THE LEFT IN A VERY DEFINITE MOVEMENT AND A VERY FAST MOVEMENT. THERE WERE NO SLOW INCREASE OR DECREASE IN SPEED. IT WAS A VERY DEFINITE FAST MOVEMENT. IT DID THIS TWICE. WE TURNED TO A HEADING OF 080 DEGREES AND THAT PUT THE OBJECT AT 12 O'CLOCK OUR POSITION. WHILE TRACKING THE OBJECT, IT MADE SEVERAL TURNS TO THE NORTH AND SEVERAL TURNS TO THE SOUTH WHICH WERE VERIFIED BY 'EMBRACE'. WE CLOSED OUR DISTANCE TO THE OBJECT TO APPROXIMATELY 18 MILES AND AT THAT TIME I INCREASED

MY PWER AND TRIED TO INCREASE MY SPEED BUT DUE TO RUNNING LOW ON OIL, I HAD TO DECREASE MY POWER ONCE MORE. OUR INDICATED AIR SPEED WAS APPROXIMATELY 210 MILES PER HOUR. WHEN WE GOT WITHIN 12 MILES OF THE OBJECT, IT STARTED A DEFINITE CLIMB TO AN ESTIMATED ALTITUDE OF BETWEEN 35,000 AND 40,000 FEET. AT 0600Z, WE LOST CONTACT WITH THE OBJECT BECAUSE THE SUN WAS DIRECTLY IN FRONT OF US. AS THE SUN ROSE HIGHER, THE LIGHT BEGAN TO GET DIMMER AND DIMMER UNTIL WE COMPLETELY LOST SIGHT. IF WE HAD NOT SEEN THE MOVEMENT OF THE OBJECT, WE WOULD HAVE THOUGHT IT WAS ONLY A BRIGHT STAR, BUT THE DEFINITE HORIZONTAL AND VERTICAL MOVEMENTS OF THE OBJECT KILLED THAT BELIEF. THE OBJECT WAS SIGHTED BY AT LEAST 5 OF MY CREW MEMBERS.

AT 0625Z AS WE WERE MAKING CONTACT WITH OUR RECEIVERS, WE SIGHTED AN OBJECT WITH A BRIGHT LIGHT AT APPROXIMATELY 10,000 FEET. IT WAS BELOW US AND TO OUR LEFT HEADING IN THE SAME DIRECTION. IT WENT FORWARD TO OUR LEADER'S POSITION AND TURNED AROUND AND CAME DIRECTLY BACK FROM THE HEADING OF 090 DEGREES. MY 2ND NAVIGATOR CALLED MY ATTENTION TO THIS OBJECT, BUT I DISREGARDED IT THINKING IT WAS ANOTHER AIRCRAFT. AFTER IT PASSED OUR POSITION, WE LOST CONTACT."

SIGNED LT. HOMER E. SPEER, JR. AO-1856075 AIRCRAFT COMDR KC-97 97TH ARS (EDI EHAFB)

PART 5. "WE TURNED OFF AFTER COMPLETION OF REFUELING, THE TIME BEING APPROXIMATELY 0700Z, AND TOOK UP A HEADING FOR HARMON WHICH WAS 125 DEGREES. SHORTLY THEREAFTER 'ENRAGE' CONTROL NOTIFIED ME OF AN AIRCRAFT AT 7 MILES OFF MY LEFT WING. I VERIFIED THIS POSITION BY VISUAL CONTACT OF SAID AIRCRAFT. SHORTLY THEREAFTER, AT 10 O'CLOCK TO MY POSITION, I NOTICED A BRIGHT LIGHT. AFTER CONSULTATION WITH 3 CREW MEMBERS, WE DECIDED THE LIGHT WAS MOVING VERY RAPIDLY. I DECIDED TO CALL 'ENRAGE' CONTROL TO VERIFY THE LIGHT. I TOLD 'ENRAGE' CONTROL THAT IT WAS APPROXIMATELY 10 O'CLOCK FROM MY POSITION AT FROM 15,000 to 20,000 FEET, AN

ESTIMATED 50 MILES. I ALSO TOLD THEM IT WAS MOVING VERY RAPIDLY SOMETHING LIKE - THOSE FLYING SAUCERS. SHORTLY THEREAFTER, 'ARCHIE 29' CALLED 'ENRAGE' CONTROL AND VERIFIED MY ACCOUNT OF THE OBJECT. AFTER POSITIVE IDENTIFICATION OF 'ARCHIE 29', THE DISCUSSION OF THE OBJECT WAS REFERRED TO AS TO ITS POSITION FROM 'ARCHIE 29'. I VERIFIED ALL OF 'ARCHIE 29'S' INFORMATION AND CONTINUED WATCHING THE OBJECT UNTIL APPROXIMATELY 20 MILES FROM HAMILTON FIELD. FROM THE INFORMATION 'ENRAGE' WAS GIVING 'ARCHIE 29', IT WAS APPARENT THAT 'ARCHIE 29' WOULD MAKE ANY FURTHER REPORTS ON THE OBJECT, SO I DECIDED TO LAND AT HAMILTON AND CLEARED FROM THE 'ENRAGE' FREQUE SIGNED LT. ROBERT W. SCHIECK AO-775721 AIRCRAFT COMDR, KC-97 97TH APS (EDI ERATE PART 6. "AFTER WE FINISHED OUR REFUELING RUN AT APPROXIMATELY 0700Z, WE RETURNED ON OUR HOMEWARD COURSE AND WE HEADR LT SCHIECK REPORT THE BRIGHT LIGHT THAT WAS MOVING VERY FAST AND ERRATICALLY. RIGHT AFTER THAT THE AIRCRAFT COMMANDER SAW THE OBJECT AND POINTED IT OUT TO ME. I COULD SEE IT. IT LOOKED LIKE A VERY BRIGHT LIGHT, LIKE A STAR. WE TURNED TOWARDS THE LIGHT AND THAT WAS THE FIRST TIME I NOTICED MOVEMENT. IT APPEARED STATIONARY FOR QUITE A WHILE AND THEN IT MOVED IN EITHER NORTHERLY OR SOUTHERLY DIRECTIONS AT DIFFERENT TIMES. EACH TIME IT MOVED, WE TURNED THE AIRCRAFT TO KEEP IT AT 12 O'CLOCK POSITION. 'ENRAGE' FIRST REPORTED WE WERE 45 MILES FROM THE OBJECT. THE SKY WAS FAIRLY LIGHT ON THE HORIZON AND BY CONTRAST THE OBJECT APPEARED VERY BRIGHT. IT WAS AT ITS BRIGHTEST WHEN 'ENRAGE' INFORMED US THAT WE WERE 18 MILES FROM IT. AFTER THE SKY WAS GETTING LIGHTER, THE OBJECT BECAME DIMMER AND MORE DIFFICULT TO SEE. ABOUT 0800Z, IT DISAPPEARED COMPLETELY."

SIGNED LT. DAVID O'BELDNER AO-3006255 CO-PILOT, KC-97 97TH APS (EDI ERATE)

FOLLOW UP REPORTS WILL BE FORWARDED AS RECEIVED AT THIS SITE / / /CONFIDENTIAL/ / /

BT

07/1230Z UULK WA6

AF FORM 112
APPROVED 1 JUNE 1948

COUNTRY	REPORT NO.	(LEAVE BLANK)
PANAMA	IR-4-58	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unidentified Flying Object Report		
AREA REPORTED ON: PANAMA	FROM (Agency): Director of Intelligence - CAirC	
DATE OF REPORT: 18 March 1958	DATE OF INFORMATION: 9-10 March 1958	EVALUATION: B-1
PREPARED BY (Officer): Vernon D. Adams, Capt., USAF	SOURCE: Caribbean Command AOC	
REFERENCES (Control number, directive, previous report, etc., as applicable): AFR 200-2		

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 113—Part II.)

A number of unidentified radar tracks were observed 9-10 March 1958 by search and tracking radar located in the Canal Zone. Two tracks were investigated by aircraft with negative results.

Vernon D. Adams
VERNON D. ADAMS
Capt., USAF
Ass't. Director of Intelligence

APPROVED BY:

George Welter
GEORGE WELTER
Lt Col., USAF
Director of Intelligence

Pages 3 thru 5 are -1

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Doc-1 6 (2)
Doc-04 AH

+ Encl 1, 1 (Encl 2)

4 INCLS.

RETURN TO DOC-52

1 WAC #769 (Uncl)
2 ~~C-2 USARCARIB~~ Report (Conf) 2 : pages 3-5
3 ~~Log of W & I Section~~ (Uncl) 3 : pages 6-7
4 Track Reports (Uncl)

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1137

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9 MAY 1958

16—68300 2 U.S. GOVERNMENT PRINTING OFFICE

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(SECURITY INFORMATION when filled in)

SUPPLEMENT TO AF FORM 112

DESIGNATING AGENCY	REPORT NO.	PAGE	OF	PAGES
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During the period 9 through 13 March, three unexplainable radar contacts have been made by equipment located in the Canal Zone. On two occasions, aircraft were vectored into the area by the radar sites, with negative results. Interrogation of scope operators has indicated that returns were strong and easily distinguishable from cloud formations. Returns were definite when associated with clouds. Generally the tracks were triangular with speed of movement very erratic. Movement appears at times to be evasive action. The incident of 9 - 10 March was tracked by gun laying radar. During period of observation, radar maintenance personnel checked out their system thoroughly. In addition, lock was broken, however, the equipment immediately picked up target and locked on. A second tracking radar situated on Taboga Island, locked on the return. Target generally remained in same area half way between radar sites. Personnel stationed at sites reported seeing red and green lights but no noise was associated with lights Visibility was good. However, lights were visible, for only a short period. A commercial flight volunteered to investigate target. He was vectored within a hundred yards of target and reported negative sighting. Target faded out at 0208R on 10 March.

At 10:12R on 10 March, search radar reported unidentified target west of canal. A T-33 from Howard Field was sent to investigate. Negative results. Aircraft was in the immediate area of target with negative sighting. Contact with target was broken at 14:15R.

VERNON D. ADAMS
Captain, USAF
Ass't. Director of Intelligence

APPROVED BY:

George Welter

GEORGE WELTER
Lt Col., USAF
Director of Intelligence

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SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY	REPORT NO.	PAGE 3 OF 7 PAGES
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In accordance with Department of the Army Intelligence Collection Memorandum #200-72B-1, dated 6 August 1957, subject: "Unconventional Aircraft", the following information is submitted:

1. On 10 March 1958, Capt. Harold E. Stahlman, Operations Officer, 764th Anti-Aircraft Operations Center (AAOC), Fort Clayton Canal Zone, reported information concerning the sighting of an unidentified flying object. At 2003R, 9 March 1958, Stahlman, as Deputy Defense Commander for Anti-Aircraft Defenses, was notified at his home by the Operations Duty Officer, AAOC, that the AAOC had received a radar report of an unidentified aircraft approaching the Pacific side of the Isthmus of Panama. Stahlman arrived at the AAOC at approximately 2008R.

During the radar tracking of the first blip which appeared on the radar screen, two additional blips were observed at 2045R. The first echo was identified as a Chilean Airlines aircraft which landed at Tocumen Airport, Tocumen, Republic of Panama. The two other blips, which were not identified, indicated that the two objects were in the vicinity of Fort Kobbe, Canal Zone. A civilian aircraft in the general vicinity of the objects made a visual search of the area with negative results. The original blips were picked up by Search Radar and then transferred to the Track Radar Unit located at Flamenco Island, Fort Amador, Canal Zone. This unit was able to lock on the unidentified objects and the following information was obtained:

Number of Objects:	Two, approximately one hundred yards apart.
Duration of Radar Observation:	2003R, 9 March 1958, to 0208R, 10 March 1958.
Location of Radar:	Battery D, 764th AAA Bn, Flamenco Island
Location of Object:	LJ 2853. (Geo-Ref, Military Grid Reference System)
Prevailing Weather:	Clear, visibility unlimited; no wind reported.
Direction of Flight:	Average angle of elevation, 365°, Azimuth, 330 mils.
Manner of Flight:	Steady, slight circular path over the vicinity of Fort Kobbe, Canal Zone.
Altitude:	Varied from two to ten thousand feet. Average of seven thousand feet.

An attempt was made by members of the Radar Site, Flamenco Island, to observe the objects by searchlights. When the light touched the objects, they traveled from an altitude of two thousand feet to ten thousand feet in five to ten seconds.

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This was such a rapid movement, that the Track Radar, which was locked on target, broke the Track Lock and was unable to keep up with the ascent of the objects. As Track Radar can only be locked on a solid object, which was done in the case of the two unidentified flying objects, it was assumed that the objects were solid. The possibility that the sightings might have been weather balloons was discarded when the Air Force was contacted and stated that no balloons were in the air at that time. (F-3)

2. On 10 March 1958, Capt. Stahlman made another report concerning the sighting of an unidentified flying object by Search Radar located on Taboga Island, Republic of Panama. The following information was obtained in regard to the sightings:

Number of Objects:	One.
Duration of Radar Observation:	1012R to 1412R, 10 March 1958.
Location of Radar:	Taboga Island Radar Site.
Location of Object:	KL 1646. (Geo-Ref, Military Grid Reference System)
Prevailing Weather:	Partly cloudy.
Manner of Flight:	From an erratic to a triangular shaped flight pattern.
Altitude:	Undeterminable due to radar system used.
Speed:	Variable, from hovering to approximately one thousand miles per hour

Track Radar indicated that the object moved away from two United States Air Force jet aircraft that were approaching. At that time the speed of the object was calculated at approximately one thousand miles per hour. The use of Track Radar was terminated at 1412R.

3. On 11 March 1958, Lt. Roy M. Strom, Operations Officer, 764th AAA Bn, Fort Clayton, Canal Zone, reported information received from a Pan-American Airlines Pilot concerning an unidentified flying object. At approximately 0400R, 11 March 1958, the pilot of incoming aircraft C-509, a Pan American Airlines DC-6, observed an unidentified flying object 12 degrees North on Fox Trot route. The object appeared larger than the aircraft and was traveling in a Southeasterly direction.

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At the same time Lt. Strom reported that an unidentified flying object was picked up by Hawk Radar. The object was plotted twice at approximately 0508R heading Northwest at LK 3858. On the third plot, at 0517R, the object had moved to LK 5434 in a Southwesterly direction. Eleven minutes elapsed during the confirmation of the three plots. At 0528R, the object was sighted at LK 4303. Incoming aircraft C-509 was in the same area and Hawk Radar was asked if it was the same track that was picked up previously. The answer was negative. The object was last plotted at LJ 3254 at 0536R, still traveling in a Southwesterly direction. Radar contact was lost at that time. The size, shape, or altitude of the object could not be determined by radar. (F-6)

G2 USARCARIB COMMENT: DAICM #200-72B-1 mentioned above requires that:

"The Headquarters of the nearest Major Air Command should be notified of sightings which come to the attention of Army personnel", referenced DAICM continues, "Air Force Commanders have instructions from the Department of the Air Force which cover reporting on subject (AFR-200-2: "Unidentified Flying Objects Reporting, Short Title: UFOB)' (U)". This office continues to report information as developed.

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EXTRACTS FROM THE LOG AT MOVEMENT & IDENTIFICATION SECTION ADCC

09 March

19:58 Unknown aircraft flying Tango Route inbound. No known aircraft in area but one advised by Tocumen, WHZ BLB ATC.

20:45 Unidentified blip believed to be weather balloon picked up between Albrook and Taboga. Appears to be orbiting. No air traffic in area at all. Advised ATC of possibility of object interfering with air traffic.

20:45 Advised that a balloon had been released earlier in the evening at approximately 1830R but should be down southeast of Albrook at present time.

21:40 Tower advised P-501 (Pan American Flight) is cleared by Albrook ATC for DF instructions in order to avoid object. Flight P501 will cross the canal over Albrook.

23:45 Distance of object from D Battery (Flamingo) is 4870 yards, height 3.5 thousand feet. At the present time, a searchlight from harbor entrance control point is being used to aid in identification purposes, to be executed by one AF-Naval crash boat.

23:55 Object now at 6.0 feet moving away very rapidly to the southwest.

24:00 Radar advises that as soon as searchlight was employed, the object became evasive. Object now at 10.0 feet, 7800 yards from site. Two returns, one at 10.0 feet, other at 08.

10 March

00:44 Braniff Flight 400 reports negative sighting of object during brief investigation. Radar reported aircraft was approximately 100 yards from object.

00:55 Radar reports two targets now approximately 100 yards apart. Braniff Flight 400 landed at 0047.

02:10 Radar contact lost.

10:12 Unknown aircraft at KJ1646, speed 290K. No known aircraft in area. Check with Tocumen, Albrook, Howard, ATC & CAA. Blip very practical, has reached speed of 900K then slows to a complete stop for several minutes before moving again.

10:30 Major Davis at Howard Operations advised of UFO. He will go up and take a look.

11:20 AF 5289 (T-33) airborne to check UFO. UFO was observed

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to avoid jet. As soon as jet got close, UFO appeared to move away for several miles, then stop.

12:00 Jet returned to Howard. Pilot called and advised nothing was seen. Also advised Weather Build-up. Radar advised they could distinguish UFO from clouds and build-ups.

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TCTCE952ZKZK OO ZNO ADD ZRN ZDZ ZNO DE

CRF321

OO RUEADWS

DE RUWTPFA #8016 2430929

ZNY

O 222724Z AUG 69

FM SPM MARCH AFB CALIF

TO RHCOARD/SRC OFFUTT AFB NEBR

INFO RUTWEDG/JARCC KEY WEST NAS FLA

RUCHJCS/JCS J 3 JRC WASH DC

RUCFRGA/CSAF AFAOPFR WASH DC

RUCEJCS/DIA CIIC DIAAG 1 WASH DC

RUEADWR/DIRNSA P04 K41 CSI FT MEADE MD

RUENRNA/CINCLANT JRC NORFOLK VA

RUENAAA/CINCLANT LANGLEY AFB VA

RUENAAA/CINCLANT ORC QUINTER AFB VA

RUTWEDG/COMJAFMFLP KEY WEST NAS FLA

3

Encl 2

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RUKLAAA/CINCLANTFLT NORFOLK VA

RULGARD/COMNAVBASE GUANTANAMO NAS CUBA

RULGAEA/COMCARIBASEAFRON SAN JUAN PR

RUCILBA/966AWWC SQ MCCOY AFB FLA

RUEDNKA/DIRNAVSECGRULANT WASH DC

RUWNSAA/RECHOPSDET USNS MULLER WASH DC

RULGARD/NAVSECGRUACT GUANTANAMO NAS CU

RULGARD/AAWC GUANTANAMO NAS CUBA

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RUCLEFA/DET 1 6947SSG HOMESTEAD AFB FLA

RUCLGRA/CO 6TH USAEA FIELD STA HOMESTEAD AFB FLA

RUCJAAA/CINCSTRIKE MCADILL AFB FLA

RUCLEFA/4489SP SQ HOMESTEAD AFB FLA

RUWTEJA/6947SS NAS KEY WEST FLA

RUWTEJA/USAFSS TAD KEYYL AFB TEX

RUCLFOA/CGG AIR STATION MIAMI FLA

RUCBAAA/6943S SQ OPS OFFUTT AFB NEBR

RUWRNLD/CINCONAD CNT AFB COLO

RU[illegible]/CGG DIST 7 MIAMI FLA

[illegible]IC AUG 80

FM [illegible]

3

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TO ZEN/15AF

ZEN/3AF

ZEN/8AC

ZEN/390SMW

ZEN/55SRW

BT

JOPREP JIFFY/OPREP-4/JJ8157/FOR 15AF(DI/DOR/DM4C)

8AF(DOC) 2AF(DOC) DMO81/PASS TO 12SAD DO/DM

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A. REFERENCE:

A 1. BURNING PIPE

B. B-474/B-971

C3. OPREP 1A JJ8129 OPREP 1B JJ8117 OPREP 2 JJ8153

D. FORCE:

D1. TYPE ACFT/TAIL NR/ATD/ARP BASE/ATA/ALT FLOWN/1ST TOT/LAST TOT/

PERCENT SUCCESS:

KC-135/63-9792 /21/15047/KOFF/22/24112/300-360/2117ZZ/2201172/

100 PERCENT.

F. SPECIAL TACTICS: NONE

G. 3 ILS:

G1. WEATHER: AS BRIEFED

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12. CONTRAIL START/STOP ALTITUDE: UNK

13. ROUTE OPTIONS/AIR ABORTS/DEVIATION:

1948Z(1916N) (74-43W) TO 1953Z(19-24N)(75-02W) TO 2001Z(1921N()76-15W)

TO 2016Z(1916N()78-08W) THIS WAS TO AVOID #1301(RESTRICTED AREA) DEVIAT

LEFT AT 2031Z(20-21N()79-37W)

TO 2041Z (20-57()80-48W) FOR WX AT 0059Z 21-10N 85-35W TO 0107Z

21-54N 86-12W TO 0117Z 2335N 86-30W FOR WX

K. LOSS/DAMAGE: NONE

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Z. REMARKS:

21. EQUIPMENT MALFUNCTION: STRIPPED NOISY SCAN BAND 4 LRU 458 OVER

LOADED CONTINUALLY AFTER 2 AND ON HALF HOURS OF OPERATION UNABLE

TO INTERCEPT SIGNALS AFTER THIS TIMETHE ALF-G DE ANTENNA BECOME INOP APT

OR 3 HOURS OF OPERATION.

22. SIGHTINGS: 20/0033Z A BRIGHT WHITE LIGHT APPEARED IN THE NORTH

WEST ABOVE THE HORIZON. THE LIGHT WHICH APPEARED AS A GIANT PINWHEEL

OR A FIREWORKS DISPLAY ROSE IN ALTITUDE TO AN ANGLE OF APPROX. 40 DEG.

FROM THE HORRIZON GROWING BRIGHTER THEN WENT OUT.

23. FOOTAGE EXPOSED/CAMERA CONFIGURATION: NONE

24. TIME/NATION ACKNOWLEDGING:

DCA ADAM 211748 HERSHEY

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OPS NORM 211850 HERSHEY

OPS NORM 21016 #ERSHEY

OPS NORM 212125 HERSHEY

OPS NORM 212235 HERSHEY

OPS NORM 220107 HERSHEY

25. FIGHTER SUPPORT: NONE REQUIRE

26. ADDITIONAL REMARKS:

PERCENT SYSTEM EFFECTIVENESS: 77.9 PERCENT.

OP-3.

PT

#0016

(CONT)

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